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APPLICATION

FOR UNITED STATES LETTERS PATENT

SPECIFICATION

TO ALL WHOM IT MAY CONCERN:

BE IT KNOWN THAT I, **RAYMOND W. SMITH**, a citizen of CANADA, have invented a new and useful MOTOR-GENERATOR SYSTEM WITH A CURRENT CONTROL FEEDBACK LOOP of which the following is a specification:

MOTOR-GENERATOR SYSTEM WITH A CURRENT CONTROL FEEDBACK LOOP

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BACKGROUND OF THE INVENTION

Field of the Invention

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The present invention relates to electrical generators and more particularly pertains to a new motor-generator system with a current control feedback loop for producing electric current in a highly efficient manner.

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Description of the Prior Art

The use of electrical generators is known in the prior art. Examples include U.S. Patent No. 5,252,552; U.S. Patent No. 6,087,750; U.S. Patent No. 5,372,474; U.S. Patent No. 5,996,344; U.S. Patent No. 3,934,964; U.S. Patent No. 29,149; and U.S. Patent No. 6,009,707.

While these devices fulfill their respective, particular objectives and requirements, the need remains for a system that can be used in stationary, portable, and automotive applications to provide electrical energy efficiency with low start-up energy requirements.

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SUMMARY OF THE INVENTION

The present invention meets the needs presented above by providing a low energy start-up system with a n electrical current
5 output which may be conditioned for the needs of each specific application through the use of convention step-up or step-down transformers.

An advantage of the present invention is to provide a new
10 generator that has a lightweight magnetic drive wheel for the electric motor assembly making hand driven mechanical startup practical.

Another advantage of the present invention is the current
15 control loop modified by the control assembly to control the speed of rotation of the electric motor assembly.

Still yet another advantage of the present invention is the use
of multiple bearing plates to support the shaft member at both ends
20 as well as medially.

Even still another advantage of the present invention is the
wheeled stand assembly to facilitate portable applications of the
motor generator assembly.

25 To this end, the present invention generally comprises a housing defining an interior space and including a first portion and a second portion; an electric motor assembly positioned within the first portion of the housing, and operationally coupled to a shaft
30 member for selectively rotating the shaft member; an electric generator assembly positioned within the second portion of the

housing and operationally coupled to the shaft member for
converting mechanical rotation into electrical energy, the electric
generator assembly including a current output for supplying
electrical current; and a control assembly operationally coupled
5 between the electric generator assembly and the electric motor
assembly the control assembly providing a control current to the
electric motor assembly for controlling a speed of rotation induced
into the shaft member by the electric motor assembly.

10 There has thus been outlined, rather broadly, the more
important features of the invention in order that the detailed
description thereof that follows may be better understood, and in
order that the present contribution to the art may be better
appreciated. There are additional features of the invention that
15 will be described hereinafter and which will form the subject matter
of the claims appended hereto.

 The objects of the invention, along with the various features
of novelty which characterize the invention, are pointed out with
20 particularity in the claims annexed to and forming a part of this
disclosure.

BRIEF DESCRIPTION OF THE DRAWINGS

The invention will be better understood and objects other than those set forth above will become apparent when consideration is
5 given to the following detailed description thereof. Such description makes reference to the annexed drawings wherein:

Figure 1 is a schematic exploded perspective view of a new generator according to the present invention.

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Figure 2 is a schematic side view of the present invention with the housing removed.

Figure 3 is a schematic perspective view of the magnetic drive
15 wheel of the present invention.

Figure 4 is a schematic side view of the magnetic drive wheel of the present invention.

20 Figure 5 is a schematic perspective view of the stand assembly of the present invention.

Figure 6 is a schematic perspective front view of the magnetic assembly of the present invention.

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Figure 7 is a schematic perspective view of the bearing plate of the present invention.

30 Figure 8 is a schematic perspective view of the electric generator assembly of the present invention.

Figure 9 is a schematic functional interconnect diagram of the present invention.

DESCRIPTION OF THE PREFERRED EMBODIMENT

5 With reference now to the drawings, and in particular to Figures 1 through 9 thereof, a new motor-generator system with a current control feedback loop embodying the principles and concepts of the present invention and generally designated by the reference numeral 10 will be described.

10 As best illustrated in Figures 1 through 9, the generator 10 generally comprises a housing 20, an electric motor assembly 30, an electric generator assembly 60, and a control assembly 63.

15 The housing 20 defines an interior space, and includes a first portion 21 and a second portion 22. The electric motor assembly 20 is positioned within the first portion 21 of the housing 20. The electric motor assembly 20 is operationally coupled to a shaft member 65. The electric motor assembly 20 selectively rotates the
20 shaft member 65. The electric generator assembly 60 is operationally coupled to the shaft member 65, and converts mechanical rotation into electrical energy. The electric generator assembly 60 is positioned within the second portion 22 of the housing 20. The electric generator assembly 60 includes a current
25 output for supplying electrical current. The control assembly 63 is operationally coupled between the electric generator assembly 60 and the electric motor assembly 20. The control assembly 63 provides a control current to the electric motor assembly 20 for controlling a speed of rotation induced into the shaft member 65 by
30 the electric motor assembly 20.

Preferably, the electric motor assembly 20 includes a pair of magnetic drive wheels 32. Each one of the pair of magnetic drive wheels 32 has a plurality of bores 33 extending radially into the perimeter side wall. Each one of the bores 33 is for receiving an
5 associate one of a plurality of magnetic assemblies 40. A plurality of apertures 34 extends through a first side of the magnetic drive wheel 32 into an associated one of the bores 33 for selectively receiving a securing member 35 to secure an associated one of the magnetic assemblies 40 into the associated one of the plurality of
10 bores 33. A plurality of voids 36 extends from a first side of the magnetic drive wheel 32 through to a second side of the magnetic drive wheel 32. The voids 36 provide weight reduction for the magnetic drive wheel. The plurality of voids 36 is positioned symmetrically through the magnetic drive wheel 32 to maintain
15 rotationally balance of the magnetic drive wheel 32.

In an embodiment the magnetic drive wheel 32 comprises a polymeric material to minimize weight of the magnetic drive
20 wheel 32.

In a further embodiment each one of the plurality of magnetic assemblies 40 further comprises a rare earth magnet 42, a bottom cap member 43, a perimeter wall 44, and a top cap member 46. The rare earth magnetic 42 has a generally cylindrical form. The
25 bottom cap member 43 is preferably operationally coupled to the rare earth magnet 42. The perimeter wall 44 extends upward from the bottom cap member 43 and substantially envelops a perimeter of the rare earth magnet 42. The perimeter wall 44 has a notch portion 45 extending downward from a top edge of the perimeter wall 44.
30 The top cap member 46 is operationally coupled to the perimeter

wall 44, and abuts a top portion of the rare earth magnet 42. The top cap member 46 is preferably an arcuate segment. The bottom cap member 43, the perimeter wall 44, and the top cap member 46 are steel for directing magnetic lines of flux.

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In still a further embodiment an outer edge 47 of the arcuate segment top cap member 46 extends through an arc of 80 degrees.

10 In an embodiment the stator assembly 50 further comprises a plurality of rare earth magnets 52 and a plurality of coil members 56. Each one of the plurality of rare earth magnets 52 has a general horse-shoe shape with complementary poles portioned on each end 53,54 of the horse shoe shape. Each one of the plurality of coil members 56 is wrapped around an associated one of the plurality of
15 horse show shaped rare earth magnets 52. Each one of the plurality of coil member 56 is operationally coupled to the control assembly 63.

20 In an embodiment a first one of the pair of magnetic drive wheels 32 is offset from a second one of the pair of magnetic drive wheels 32. Thus, the magnetic assemblies 40 of the first one of the pair of magnetic drive wheels 32 are not aligned with the magnetic assemblies 40 of the second one of the pair of magnetic drive wheel 32.

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Preferably, the magnetic assemblies 40 of the first one of the pair of magnetic drive wheels 32 is aligned with a first end 53 of the horse shoe shaped rare earth magnet 52 of the stator assembly 50. Each one of the magnetic assemblies 40 of the first one of the
30 pair of magnetic drive wheels 32 includes a first magnetic polarity.

The first end 53 of the horse shoe shaped rare earth magnet 52 of the stator assembly 50 includes an identical first magnetic polarity. Thus, the first end 53 of the horse shoe shaped rare earth magnet 52 of the stator assembly 50 repels each one of the magnetic assemblies 40 of the first one of the pair of magnetic drive wheels 32. Similarly, the magnetic assemblies 40 of the second one of the pair of magnetic drive wheels 32 is aligned with a second end 54 of the horse shoe shaped rare earth magnet 52 of the stator assembly 50. Each one of the magnetic assemblies 40 of the second one of the pair of magnetic drive wheels 32 includes a second magnetic polarity. The second end 54 of the horse shoe shaped rare earth magnet 52 of the stator assembly 50 includes an identical second magnetic polarity. Thus, the second end 54 of the horse shoe shaped rare earth magnet 52 of the stator assembly 50 repels each one of the magnetic assemblies 40 of the second one of the pair of magnetic drive wheels 32.

A first bearing plate 24 may be positioned at a first end of the first portion 21 of the housing 20 for rotatably receiving a first end of the shaft member 65. Similarly, a second bearing plate 25 may be positioned at a first end of the second portion 22 of the housing 20 for rotatably receiving a second end of the shaft member 65. The first bearing plate 24 and the second bearing plate 25 rotatably support the weight of the shaft member 65.

Most preferably, a third bearing plate member 26 is positioned between the electric motor assembly 20 and the electric generator assembly 60 for rotatably supporting a medial portion of the shaft member 65.

A stand assembly 70 may be included for supporting the housing 20 while the system 10 is in use. In an embodiment the stand assembly 70 further comprises a base member 71, a first cradle member 72, and a second cradle member 75. The base member 71 includes a horizontal first surface. The first cradle member 72 includes a vertical support portion 73 extending upwardly from the base member 71, and an engagement portion 74 for abutting an exterior portion of the housing 20. The second cradle member 75 includes a second vertical support portion 76 extending upwardly from the base member 71, and a second engagement portion 77 for abutting a second exterior portion of the housing 20. A vertical stanchion 78 member may extend between the first cradle member 72 and the second cradle member 75. Further, a plurality of wheels 79 may be operationally coupled to the stand assembly 70 for facilitating transport of the system 10.

In use, the electric motor assembly is started by the application of an external current, or by physically inducing rotation of the magnetic drive wheels. This initial rotation causes the shaft member to rotate, which in turn rotates a generator magnet assembly past a plurality of generator coils generating electricity. At least a portion of the current generated is routed to the control assembly, modified and routed back to the plurality of coil members of the electric motor assembly. This current feedback can be used to increase or decrease the magnetic flux between the magnetic assemblies and the horse shoe shaped rare earth magnets changing the speed of rotation of the magnetic drive wheels.

With respect to the above description then, it is to be realized that the optimum dimensional relationships for the parts of the invention, to include variations in size, materials, shape, form,

function and manner of operation, assembly and use, are deemed readily apparent and obvious to one skilled in the art, and all equivalent relationships to those illustrated in the drawings and described in the specification are intended to be encompassed by
5 the present invention.

Therefore, the foregoing is considered as illustrative only of the principles of the invention. Further, since numerous modifications and changes will readily occur to those skilled in the
10 art, it is not desired to limit the invention to the exact construction and operation shown and described, and accordingly, all suitable modifications and equivalents may be resorted to, falling within the scope of the invention.